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NATURAL BRIDGE

"God's Greatest Miracle in Stone." The world famous natural bridge, Virginia, is situated on a beautiful, picturesque plateau, in Rockbridge county, which is in the southern part of the famous Shenandoah Valley, with grand mountain scenery on every hand.

Natural Bridge Station is a joint station of the Chesapeake and Ohio and Norfolk and Western Railways. A delightful drive from this point, over a beautiful, smooth, well-kept, macadamized road, brings you to the hotel, about three miles distant.

Historical. Washington, when a surveyor for Lord Fairfax, visited it, and carved his name, where it may now be seen.

During the Revolution, the French organized two expeditions to visit it. From their measurements and diagrams a picture was made in Paris, which for nearly half a century was copied in Europe and America.

The place was much visited in the early part of last century. Marshall, Monroe, Clay, Benton, Jackson, Van Buren, Sam Houston and others were registered here.

The original bridge tract was granted by King George III. to Thomas Jefferson in 1774. After he was President, he visited the place, surveyed it, and made the map with his own hands.

The next year he returned, bringing two slaves, Patrick Henry and wife. For them he built a log cabin with two rooms, and directed one to be kept open for the entertainment of strangers. Jefferson spoke of it as yet to be "a famous place, that will draw the attention of the world." Marshall wrote of it, "God's greatest miracle in stone." Clay wrote of "the bridge not made with hands, that spans a river, carries a highway, and makes two mountains one."

Descriptive. The bridge connects two of the five round-top mountains that rise boldly from the great Valley of Virginia, near the confluence of James and North Rivers. These have been named Lebanon, Mars Hill, Mount Jefferson, Washington Heights, and Cave Mountain, and abound in hundreds of different varieties of wild flowers, ferns and mosses, which are

always a source of delight to lovers of the beautiful in nature.

The Lost River is a subterranean stream, reached through a low archway which has been made in the mountain side. The torrent dashes from some lofty cavern to one below the creek. The waters are cool, clear, and pleasant to the taste.

Saltpetre Cave is chiefly interesting because it was worked for nitre during the War of 1812, and by the Confederate government in 1861.

The Glen above the Bridge extends for a mile to Lake Waterfall, where Cedar Creek leaps a great distance from the upper level. This glen was probably once an immense cave. The path follows the stream, or is cut into the rocks that form its banks. On the right a little above the Bridge, Cathedral Wall projects boldly, covered with mosses and lichens. The precipice on the left is in color light blue, and delicately traced with vines and evergreens. Farther up, the cliffs on the right are red-brown, scarred and seamed, and crowned with crags.

The Lake—About three-fourths of a mile below the Bridge a concrete dam has been constructed, which makes a beautiful artificial lake, extending nearly to the Bridge. Thus situated in the gorge, winding in and out, this lake makes a most attractive pleasure resort.

Peaks of Otter, Distant Twenty-two Miles—These peaks are among the most famous mountains east of the Mississippi. They can be seen from Natural Bridge and visited in a day's journey, either in a carriage or on horseback.

Lexington, Distant Fourteen Miles—This historic town is full of interest. Here are located the Washington and Lee University and the Virginia Military Institute. Here are buried the two great leaders of the Confederacy, Lee and Jackson.

Fifty-Five Hours Out in the Atlantic, Inclusive Rates, \$27 and Upwards. This charming and popular ocean resort is a little group of coral islands some forty-five hours' sail from New York by fast and commodious steamships. The short voyage is a pleasant one, made by steamships

equipped with every modern luxury, and almost before the visitor realizes that he is at sea the islands rise into view, emerald green and sparkling white in a placid sea of richest turquoise blue. Low verdure-clad hills dotted with white houses are seen, and at last Hamilton, the capital of the islands, is reached. The formalities of the customhouse are quickly and courteously transacted, and serve chiefly to remind the visitor that he is in a foreign land—within the realms of His Majesty King George V.

On shore the visitor finds a land of matchless beauty, with a delightful climate all the year round. Located far out in the Atlantic Ocean, every breeze in Bermuda is a sea breeze—cool, exhilarating. On all sides—cool, brilliant flowers of many kinds, stately palms, bananas, poinsettias, Spanish bayonet, cedars and many other beautiful foliage trees abound. The white houses, built of coral rock and embowered in gardens, are very picturesque. Splendid coral reefs traverse the islands, making driving and cycling popular pleasures. Yachting, boating and fishing are among the favorite pastimes. The beautiful "sea-gardens" of the reefs reveal a world of enchantment beneath the waves—coral in many strange shapes and bright colors, purple sea fans and other submarine growths, anemones, and the brilliant fishes for which Bermuda is famous, swimming among the coral groves. Bermuda is an important naval and military depot of Great Britain, and the presence of the "redcoats" of the garrison and the "bluejackets" from the Royal Navy adds variety to the street scenes. The attractions of the social life of Bermuda are also enhanced by the presence of many officers of the two services and their families, and is notably gay and brilliant.

Not the least of Bermuda's advantages is that its hotels offer excellent and ample accommodations. There are, in addition to the large hostelry, many hotels of moderate size, that provide satisfactory service. In every respect Bermuda affords every attraction and advantage desired in a pleasure resort.

N. & W. ROUTE FOR SUMMER TOURISTS

No section of the State presents more attractions than that traversed by the Norfolk and Western Railway. It is truly the historic and scenic section, and blessed with the best that nature and man can provide for comfort, pleasure and health. It has always been, and will continue to be, recognized as such. Virginia occupies perhaps a higher place of interest than any other Commonwealth. New sections of the country may present seasonable attractions, but when narrowed down to what is best, the Old Dominion is recognized as the first and always the best.

The train service between the North and South via the Norfolk and Western Railway is particularly advantageous for travelers to the springs, seashore and the mountain resorts in Virginia. Through sleepers and dining cars are operated daily between New Orleans, Meridian, Birmingham, Chattanooga and New York; and with the inauguration of the "Memphis Special," now a popular and established train with sleepers and observation car Memphis and Nashville to Washington, Baltimore, Philadelphia and New York, via Bristol, and with daily connection with through trains from Roanoke, Va., make the following attractive territory easily accessible: Natural Bridge, Elkton, The Grottoes, Luray Caverns, Berryville, Charlottesville and points in the famous Shenandoah Valley of Virginia, and the Blue Ridge Mountain section of Maryland.

From Cincinnati and Columbus double daily service to Norfolk, Richmond and the seashore, Pullman sleepers and dining cars on all through trains.

NEWFOUNDLAND'S ATTRACTIONS

To a very large number in the United States, Canada and other countries, the summer season, as well as the spring and autumn, is looked forward to as the one bright spot in the year, when for a brief space the cares of business are cast aside and life is given up to enjoyment; there are also those who are anxious and free to seek out those pleasures wherever they may be found. To other classes these pleasures will not appeal in vain, for the daily improvements and increased facilities of modern travel, the easy accessibility of places which, until recently, were considered out of the way, render it constantly more difficult to determine which place will prove to be the most enjoyable.

During the last few years Newfoundland and Labrador have been appealing to the tourist, health seeker and sportsman, and every year witnesses an increasing number of tourists in search of the picturesque. Travelers, explorers, health seekers, anglers and hunters carry back glowing reports of the wonderful attractions of Newfoundland and Labrador, and all have pronounced them the "Gems of the Western World," and "Sportsman's Paradise."

The Reid Newfoundland Company's system of railway and steamers affords easy access to all parts of Newfoundland and Labrador, presenting unrivaled facilities for hunting, fishing and camping. The spirit of the most enthusiastic angler rises with the elevating influence of the scene; for his trained eye can take in at a glance the increasing activity existing beneath the trembling, transparent bosom of the matchless waters that are found within the confines of this extensive tract of pleasure grounds, where myriads of the finny tribe, unmolested, disport themselves.

During the summer season, what time is not taken up with the pleasure of fishing? The eye on the banks of nature may be spent with much profit in camping and fishing, and in the autumn when the "sere and yellow leaf" reminds one that the sun is hastening to gladden other climes, the discipline of the sun and the glow of the chase take almost entire possession of the mind.

Newfoundland as a Health Resort.

In the sea-girt isle, the citizens of the United States and Canada will find a welcome escape from the burning heat of their summers; scenery novel and attractive; and a bracing, exhilarating air which imparts new vigor to the frame and sends back the smoke-dried densens of the great cities with the tide of health coursing through their veins, and life made incomparably better worth living.

How to Reach the Island.

Newfoundland and Labrador are no longer unknown lands. The island has been made accessible to the traveler by the railway system of Canada and the United States. The traveler to-day can reach Newfoundland from any point in Canada or the United States with the greatest ease and comfort. The Reid Newfoundland Company issues tickets via the Reid Newfoundland System. The Intercolonial Railway express trains connect at North Sydney, C. B., every Tuesday, Thursday and Saturday with the Reid Newfoundland System, which conveys the angler and deer-stalker direct to the salmon rivers and caribou grounds.

The Wabash Receives New Passenger and Freight Engines.

The Wabash Railroad has just received and put in service a large number of new locomotives for freight and passenger service; also placed another order for additional motive power for early delivery.

The passenger engines are of the Pacific type, in the latest model of high grade passenger locomotive, with 24 by 26 inch cylinders, weight 430,000 pounds, boiler pressure 200 pounds and tractive power 33,360 pounds. The engine has a capacity for fifteen tons of coal and 3,900 gallons of water. These engines are capable of hauling the heaviest passenger trains. In designing them, special attention has been given to starting a train and getting it up to the maximum speed quickly, which insures a smooth, even run—so desirable to the passenger.

The freight engines are known as the Mikado type, which is the last word in motive power. Particular attention has been given to lessening the consumption of fuel, thus enabling the engines to make long runs for coal and water, and to run at a fast speed.

Contracts have just been let by the Wabash Railroad for 3,250 freight cars; the equipment is divided as follows:

1,200 box cars, with steel underframes, 36 feet 6 inches long, 8 feet high, 50,000 pounds capacity.
1,000 stock cars, steel centre construction, 40 feet 6 inches long, 7 feet 3 inches high.
750 automobile cars, steel underframes and steel superstructure, 30 feet 6 inches long, 10 feet 6 inches high.
200 gondola cars, all steel construction, 100,000 pounds capacity.

This is one of the largest orders for freight equipment recently placed, and indicates the faith of the management of the Wabash in the future of the property, as well as the future of the country through which it operates.

A NEW STEAMER ON THE SAGUENAY RIVER

The new steamer Saguenay will be placed in commission on the Saguenay Line this season. In the construction of this steamer, every known improvement has been utilized. She is 285 feet in length, 55 feet in width, and has a draught of 12 feet. The forward room is on the main deck and is paneled in oak and the entrance hall is finished in mahogany. The staterooms are all of the outside type, and there are twelve parlor rooms with private bathrooms. At the forward end and after ends there is ample deck space and large glass-enclosed observation parlors. The steamer is elaborately furnished, and her decorations are equal to those on any of the Company's high-class tourist steamers.

YELLOWSTONE NATIONAL PARK

Comprises the greatest region of natural wonders in the world. Few have any idea of its stupendous grandeur.

Many are the advantages of a visit to the Park by way of the natural entrance at Yellowstone Station, Wyoming.

Remember that side trips may be arranged to Denver and Salt Lake City—both famous as summer resorts.

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THE GREATEST THING IN THE WORLD

BY CHARLES F. LUMMIS.

"The greatest thing in the world." That is a large phrase and an overworked one, and hardened travelers do not take it lightly upon the tongue. Noticeably it is most glibly in use with those but lately, and for the first time wandered beyond their native State or county, and as every province has its own local brag of largest things, the too credulous tourist will find a superlative everywhere. And superlatives are unsafe without wide horizons of comparison.

Yet in every sort there is, of course, somewhere "the biggest thing in the world" of its kind. It is a good word when spoken in season and not abused in careless ignorance.

I believe there is and can be no dispute that the term applies literally to several things in the immediate region of the Grand Canyon of Arizona. As I have more than once written (and it never yet has been controverted), probably no other equal and just across the border so many supreme marvels of so many kinds—so, many astounding sights, so many masterpieces of nature's handiwork, so vast and so conclusive an encyclopedia of the world-building process, so impressive monuments of prehistoric man, so many triumphs of man still in the tribal relation—as what I have called the Southwestern Wonderland. This includes a large part of New Mexico and Arizona, the area which geographically and ethnographically may be counted as the Grand Canyon region. Let me mention a few wonders:

The largest and by far the most beautiful of all petrified forests, with several hundred square miles whose surface is carpeted with agate chips and dotted with agate trunks, a two to four feet in diameter, and just across a valley a buried "forest" whose huge silicified—not agatized—logs show their ends under fifty feet of sandstone.

The largest natural bridge in the world—200 feet high, over 500 feet span and over 600 feet wide, up and down stream, and with an orchard of the most stalactite caves under its abutments.

The largest variety and display of geologically recent volcanic action in North America; with sixty-mile lava flows, 1,500-foot blankets of creamy tuffa cut by scores of canyons; hundreds of craters and thousands of square miles of lava beds, basalt and obsidian; and so much "volcanic glass" (obsidian) that it was the chief tool of the prehistoric population.

The largest and the most impressive villages of cave-dwellings in the world, most of them already abandoned "when the world-seeking Genoese sailed."

The peerless and many-storied cliff-dwellings—castles and forts and homes in the face of wild precipices or upon their tops—an aboriginal architecture as remarkable as any in any land.

The twenty-six strange communal town republics of the descendants of the "cliff-dwellers," the modern Pueblos; some in fertile valleys, some (like Mesa Verde) on the edge of a dizzy cliff tops. The strange dances, rites, dress and customs of this ancient people, who have solved the problem of irrigation, six-story house building and clean self-government, and even women's rights—long before Columbus was born.

The noblest Caucasian ruins in America, north of Mexico—the great stone and adobe churches reared by Franciscan missionaries, near three centuries ago, a thousand miles from the ocean, in the heart of the Southwest. Some of the most notable tribes of savage nomads—like the Navajos, whose blankets and silver work are

pre-eminent, and the Apaches, who, man for man, have been probably the most successful warriors in history.

All these, and a great deal more, make the Southwest a wonderland without a parallel. There are ruins as striking as the storied ones along the Rhine, and far more remarkable. There are peoples as picturesque as any in the Orient, and as romantic as the Aztecs and the Incas of whom we have learned such gilded fables, and there are natural wonders which have no peers whatever.

Of the Canyon and Other Wonders.

At the head of the list stands the Grand Canyon of the Colorado; whether it is the "greatest wonder of the world" depends a little on our definition of "wonder." Possibly it is no more wonderful than the fact that so tiny a fraction of the people who contemplate themselves the smartest in the world have ever seen it. As a people we dicker abroad to see scenery incomparably inferior.

But beyond preadventure, it is the greatest chasm in the world, and the most superb. Enough globe-trotters have seen it to establish that fact. Many have come cynically prepared to be disappointed; to find it overdrawn and really not so stupendous as something else. It is, after all, a hard task that so be-bragged a wonder must endure under the critical scrutiny of them that have seen the earth and the fullness thereof. But I never knew of a more self-satisfied veteran traveler to be disappointed in the Grand Canyon, or to patronize it. On the contrary, this is the very class of men who can best comprehend it, and I have seen them fairly break down in its awful presence.

I do not know the Himalayas except by photograph, and the testimony of men who have explored and climbed them, and who found the Grand Canyon an absolutely new experience.

But I know the American continents pretty well, and have tramped their mountains, including the Andes—the next highest mountains in the world, after half a dozen of the Himalayas—and of all the famous quebradas of the Andes there is not one that would count 5 per cent. on the Grand Canyon of the Colorado. For all their 25,000-foot peaks, their blue-white glaciers, imminent above the bald plateau, and green little bolsones ("pocket valleys") of Chile, Peru, Bolivia and Ecuador, none is there any tremendous active volcano like Mount St. Helens, nor for all an earthquake activity beside which the "shake" at Charleston was mere paper-doll play; for all the steepest gradients in the world (and Peru is the only place in the world where a river falls 17,000 feet in 100 miles)—all in all the Grand Canyon is a procession of giantism there is not one canyon which any sane person would for an instant compare with that titanic gash that the Colorado has chiseled through a comparatively flat upland. Nor is there anything remotely approaching it in all the New World, so much I can say at first hand. As for the Old World, the explorer who shall find a gorge there one-half as great will win undying fame.

The quebrada of the Apu Rimac is a marvel of the Andes, with its vertiginous depths and its suspended bridge of wild vines. The Grand Canyon of the Arkansas, in Colorado, is a noble little slit in the mountains. The Franconia and White Mountain notches in New Hampshire are beautiful. The Yosemite and the Yellowstone canyons surpass all of these were hung up on the opposite wall of the Grand Canyon from you, the chances are fifty to one that you could not tell either from which, nor any of them from the hundreds of other canyons which rib that vast verchere gorge. If the falls of Niagara were installed in the Grand Canyon between your visits and you knew it by the newspapers—next time you stood on that dizzy rimrock you would probably need good field-glasses and much patience before you could locate that cataract which in its place looks pretty big. If Mount Washing-

ton were plucked up bodily by the roots—not from where you see it, but from sea level—and carefully set down in the Grand Canyon, you probably would not notice it next morning, unless its dull colors distinguished it from that innumerable congress of larger and painted giants.

All this, which is literally true, is a mere trifle of what might be said in trying to fix a standard of comparison for the Grand Canyon. But I fancy there is no standard adjustable to the human mind. You may compare all you want—eloquently and from wide experience, and at last come to the conclusion that the Grand Canyon is just the Grand Canyon, and that is all you can say. I never have seen any one who was prepared for it. I never have seen any one who could grasp it in a week's hard exploration; nor any one, except some rare Philistine, who could even think he had grasped it. I have even people rave over it; better people struck dumb with it; even strong men who cried over it; but I have never yet seen the man or woman that expected it.

It adds seriously to the scientific wonder and the universal impressiveness of this unparalleled chasm that it is not in some stupendous mountain range, but in a vast, arid, lofty floor of nearly 100,000 square miles—as it were, a crack in the upper story of the earth. There is no preparation for it. Unless you are a spot where you would no more dream that out yonder amid the pines the flat earth is slashed to its very bowels, than you would expect to find an iceberg in Broadway. With a very ordinary running jump from the spot where you get your first glimpse of the canyon you could go down 2,000 feet without touching. It is sudden as a wall.

But it is no more cliff. It is a terrific trough 6,000 to 7,000 feet deep, ten to twenty miles wide, hundreds of miles long, peopled with hundreds of peaks taller than any mountain east of the Rockies, yet not one of them with its head so high as your feet, and all ablaze with such color as no eastern or European landscape ever knew, even in the Alpen-glow. And as you sit upon the brink the divine scenes—shifting and ever new—come every hour. With each day's sun's course the great counter-sunk mountains we have been watching fade away, and new ones, as terrific, are carved by the westering shadows. It is like a dissection of the whole cosmos. And the purple shadows, the dazzling lights, the thundering snowstorms, the clouds and the rainbows that shift and drift in that vast subterranean arena below your feet! And amid those enchanted towers and scales which the vastness of the earth leads you to call "rocks," but which are in fact as big as the river-bed as the Rockies from Denver, and bigger than Mount Washington from Fabyan's or the Glen!

The Grand Canyon country is not only the hugest, but the most varied and instructive example on earth of one of the chief factors of earth-building—erosion—I the mesa country—the land of Tables. Nowhere else on the footstool is there such an example of deep-gnawing water or of water high-riding. The sandstone mesas of the Southwest, the terracing of canyon walls, the castellations, bottom-terraing and cliff-making, the cutting down of a whole landscape except its precipitous islands of flat-topped rock, the thin lava tablecloths on tables 100 feet high—these are a few of the things which make the Southwest wonderful alike to the scientist and the mere sightseer.

That the canyon is not "too hard" is perhaps sufficiently indicated by the fact that I have taken ladies and children and men in their seventies, when the easiest way to get there was by a seventy-mile stage ride, and that at six years old my little girl walked all the way from the rim to bottom of canyon and came back on a horse the same day, and was next morning ready to go on a long tramp along the rim.

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